



Pacific Northwest Waterways Association  
516 SE Morrison Street, Suite 1000  
Portland, OR 97214

## Mark your calendars for PNWA's 2013 Events

### PNWA Regional Meetings - touch base and prepare for the 2013 Mission to Washington DC!

Puget Sound Region February 12, 2013 - Parsons Brinckerhoff - Seattle, WA

Eastern WA and Northern ID Region February 15, 2013 - Port of Pasco - Pasco, WA

Lower Columbia River and OR Coast Region February 19, 2013 - Port of Portland - Portland, OR

### 2013 Mission to Washington DC - March 3-7, 2013

The Madison Hotel

### 2013 Summer Conference - June 24-26, 2013

La Conner Channel Lodge & Country Inn

### 2013 Annual Convention - October 2-4, 2013

The Hilton Portland & Executive Tower

For registration information, please contact  
Natalie Whitlock at (503) 234-8550.



*For an update on PNWA projects and policies, look inside for our 2012 Annual Report!*



# Pacific Northwest Waterways Association Annual Report 2012



## 2012 Headlines

### Small Port Advocacy a Centerpiece for PNWA's 2012 Advocacy Efforts

Northwest small ports provide family wage jobs and economic development activity in communities which are struggling to achieve an economic recovery, yet their affiliated federal navigation channels and jetties remain vastly underfunded. This year, Governor Kitzhaber, Senators Wyden and Merkley, and Representatives DeFazio, Schrader and Herrera Beutler all reached out to the Administration, calling for improved funding for small ports in the FY2014 budget. PNWA applauds these efforts to stand up for small ports, and will continue our work with Northwest leaders on this issue in 2013.

### New Stern Buoys Installed on the Columbia River

In October, PNWA was thrilled to announce the completed installation of three new stern buoys on the Columbia River. Stern buoys play a vital role in keeping our supply chain moving, allowing more ships to fully utilize the newly deepened Columbia River shipping channel. This project showcased a collaboration between the Corps, the Ports of Portland, Vancouver, Kalama, and Longview, the Columbia River Pilots, PNWA, and the Northwest Congressional delegation to bring this project to fruition.

### PNWA Executive Director Testifies at Congressional Hearing

In April, PNWA Executive Director Kristin Meira appeared at a U.S. House of Representatives hearing titled "How Reliability of the Inland Waterways System Impact Economic Competitiveness". Meira highlighted the economic, environmental and national security benefits of the Columbia Snake River System (CSRS) before the Subcommittee on Water Resources & Environment of the House Committee on Transportation and Infrastructure. She also shared the recent success story of the system's 2010-2011 lock maintenance closure and the many investments being made in our region as a result and emphasized the importance of maintaining our navigation infrastructure.

“ PNWA continues to play a lead role in bringing stakeholders together to address Northwest navigation issues. ”



## PNWA Members

AECOM  
Advanced American Construction  
Allan Rumbaugh  
Alaska Assoc. of Port Managers & Harbormasters  
Ball Janik LLP  
Bell Buoy Crab Co.  
Benton County PUD #1  
BergerABAM Engineers, Inc.  
Bergerson Construction  
Bernert Barge Lines  
BST Associates  
Business Oregon-Infrastructure Finance Authority  
Central Oregon Basalt Products, Inc.  
Central Washington Grain Growers  
Clark Public Utilities  
Clearwater Paper  
Columbia Basin Development League  
Columbia Grain  
Columbia River Bar Pilots  
Columbia River Pilots  
Columbia River Steamship Operators Association  
Cooperative Agricultural Producers  
David Evans & Associates  
Dunlap Towing Company  
The Dutra Group  
East Columbia Basin Irrigation District  
EGT, LLC  
Evergreen Engineering  
Foss Maritime Company  
Foster Pepper  
Franklin PUD  
Gordon Thomas Honeywell Government Affairs  
Great Lakes Dredge & Dock  
Hart Crowser  
Wally Hickerson  
ICF International  
Idaho AFL-CIO  
Idaho Wheat Commission  
International Longshore and Warehouse Union (ILWU)  
J.E. McAmis, Inc.  
J-U-B Engineers, Inc.  
Kalama Export Company  
KPF Consulting Engineers, Inc.  
Kiewit  
Lampson International, LLC  
Landau Associates, Inc.  
LD Commodities  
Lewis-Clark Terminal Association  
Longview Fibre Company  
MacKay & Sposito, Inc.  
Manson Construction  
Marine Industrial Construction  
Maul Foster & Alongi, Inc.  
McGregor Company  
McMillan  
Millennium Bulk Terminals  
Moffatt & Nichol  
Morrow Pacific  
Normandeau and Associates  
Northwest Grain Growers, Inc.  
Northwest Public Power Association  
Oregon Int'l Port of Coos Bay  
OR Public Ports Association  
OR Wheat Growers League  
Pacific Northwest Farmers Cooperative

## A letter from Patsy Martin, PNWA President

*Dear colleagues and friends of PNWA,*

*For almost 80 years, PNWA has been a leader in advocating for Northwest navigation, hydropower, transportation, and environmental projects and policies. Over the last decade, PNWA's efforts have resulted in annual funding increases averaging \$20.5 million. In 2012, we continued our legacy of success even in today's tough economic climate.*

*We were also thrilled to welcome 20 new organizations to our membership in the last year, and to see record attendance at our Annual Convention. We look forward to the year ahead and to tackling the issues that matter most to our membership.*

*Patricia H. Botsford-Martin  
Executive Director, Port of Skagit  
PNWA President*



**“Over the last decade, PNWA's supported projects have received annual funding increases averaging \$20.5 million.”**

### NMFS salmon recovery situation assessment

NOAA's National Marine Fisheries Service (NMFS) has announced a new effort to gather the region's views about long term salmon recovery planning in the Columbia River Basin. This effort is being convened by NMFS outside the existing efforts related to complying with the FCRPS BiOp. PNWA has been invited to participate in this new recovery conversation with NMFS in 2013, and will be encouraging our members to be interviewed for this important effort as well. NMFS intends to have the assessment report available to the public by late summer 2013, and plans to use the report to inform their next steps in 2014 and beyond.

### Federal Columbia River Power System (FCRPS) BiOp

The Inland Ports & Navigation Group (managed by PNWA) has long been an intervenor in the BiOp lawsuit, representing navigation interests and supporting the work of the federal agencies. Judge James Redden remanded the 2008/2010 BiOp in August 2011, seeking more certainty in estuary and tributary habitat restoration actions. He ordered the agencies to implement the BiOp through 2013 and produce a new or supplemental BiOp by January 1, 2014. In late 2011, Judge Michael H. Simon took over the case. IPNG, its legal team, and PNWA will continue to back the work of our federal partners as the new BiOp product is readied this year.

### Harbor Maintenance Trust Fund

This year, PNWA members carried on the quest for a fix of the HMTF, and adopted policies supporting full expenditure of HMTF revenues for maintenance of deep draft and coastal projects. Conversations are ongoing within the PNWA membership regarding the Harbor Maintenance Tax and regional port competitiveness. Stay tuned in 2013 as this important policy and funding challenge continues to evolve.

### Inland Waterways Trust Fund

The IWTF, intended to pay 50% of construction and major rehab projects on the nation's inland waterways, is in arrears. PNWA's towboater members continue to advocate for a fix for the fund. Multiple proposals were put forth in 2012, yet consensus in our nation's capital remains elusive.

### Section 214 Regulatory Funding Authority

PNWA continues efforts to make Section 214 permanent in the next WRDA bill by working with Corps HQ, our Congressional delegation, committee staff on the Hill, and our Section 214 coalition to ensure that the importance of this authority is understood. The authority, which helps reduce permit processing times, is currently being utilized by over 41 public agencies and 20 Corps districts nationwide.

### Funding for PNWA's Supported Projects

With the earmark ban in place, Congress added additional national funding streams in 2012 for deep draft, inland, and small navigation projects. PNWA collected economic data for our Corps Districts, Division, and HQ to use, as the agency worked to prioritize projects. Our region competed well for this additional funding, with monies headed to critical projects at the Swinomish Channel, Port of Siuslaw, Port of Umpqua, and the Columbia River. There is continued uncertainty about future Corps funding levels, with the federal government currently operating under a six month continuing resolution that expires in March 2013. PNWA will continue to strongly advocate for the highest level of funding for our supported projects.

### Looking Ahead: The Columbia River Treaty

The Columbia River Treaty was implemented by the United States and Canada in 1964 to govern Columbia River flows for flood control and power generation. After nearly 50 years, both parties are examining its future. The Treaty states that either nation can terminate most of its provisions beginning September 16, 2024, with a minimum 10 years' written notice. The U.S. Entity (USACE and BPA) is working toward providing a recommendation to the U.S. Department of State by late 2013 as to whether it is in the best interest of the U.S. to continue, terminate, or seek to amend the Treaty. The U.S. Entity has completed computer simulations that evaluated four different ways to operate the river system after 2024, with consideration of impacts on flood risk management, hydropower, and ecosystem function. The next round of modeling will consider effects on a range of Northwest river users, including navigation, irrigation, recreation, and more. PNWA will continue our work in 2013 to ensure our diverse membership is able to provide information and technical details to the U.S. Entity to aid the efforts.

*Check out our new website at [www.pnwa.net](http://www.pnwa.net)!*

## PNWA Members

Parametrix  
Parsons Brinckerhoff  
PBS Engineering & Environmental  
PND Engineers, Inc.  
PNGC Power  
Pomeroy Grain Growers  
Port of Anacortes  
Port of Astoria  
Port of Bandon  
Port of Benton  
Port of Camas-Washougal  
Port of Cascade Locks  
Port of Chelan County  
Port of Chinook  
Port of Clarkston  
Port of Columbia County  
Port of Garibaldi  
Port of Grays Harbor  
Port of Hood River  
Port of Humboldt Bay  
Port of Ilwaco  
Port of Kalama  
Port of Klickitat  
Port of Lewiston  
Port of Longview  
Port of Mattawa  
Port of Morrow  
Port of Newport  
Port of Pasco  
Port of Port Angeles  
Port of Portland  
Port of Ridgefield  
Port of Royal Slope  
Port of Seattle  
Port of Siuslaw  
Port of Skagit  
Port of St. Helens  
Port of Sunnyside  
Port of Tacoma  
Port of Toledo  
Port of Umatilla  
Port of Umpqua  
Port of Vancouver  
Port of Walla Walla  
Port of Whitman County  
Port of Woodland  
Puget Sound Pilots  
Schnitzer Steel  
Schwabe, Williamson & Wyatt  
SDS Tug & Barge  
Seattle Public Utilities  
Shaver Transportation Company  
Stoel Rives LLP  
Strategies 360  
Tangent Services, Inc.  
Teevin Brothers  
TEMCO, LLC  
Tidewater Barge Lines  
Ukiah Engineering, Inc.  
United Grain  
USA Dry Pea & Lentil Council  
WA Association of Wheat Growers  
WA Council on International Trade  
WA Public Ports Association  
WA State Potato Commission  
WA Grain Commission  
Westwood Shipping  
Weyerhaeuser Company  
Whole Brain Creative, Inc.  
Wildlands, Inc.